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C E N T R A L I N T E L L I G E N C E A G E N C YREPORT NO.
25X1A

INFORMATION REPORT

COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 12 Feb. 1952

SUBJECT Stalino Airfield

NO. OF PAGES 2

PLACE ACQUIRED 25X1A

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

REFERENCE COPY

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SUPPLEMENT TO
REPORT NO.
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25X1X

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1. The airfield is about 4 km northwest of the center of Stalino ($48^{\circ}00'N/37^{\circ}48'E$), Ukrainian S.S.R., west of several railroad lines and the road to Gorlovka ($48^{\circ}10'N/38^{\circ}04'E$). The road from Stalino turns east at the airfield and parallels the railroad line. The streetcar line from Stalino terminates at the field.
2. One small building with a wind sock was on the edge of the field. There were red obstacle lights.
3. Individual twin-engine commercial planes took off from and landed at the field in good weather. There was little flying activity.
4. The airfield is northwest of Stalino, north of the central railroad station, and west of several railroad lines leading toward the north. There were no runways or taxways. One two-story building with a flat roof and a wind sock was on the edge of the field. Underground fuel dumps were believed to be about 200 meters south of the field, because aircraft were refueled there.
5. About 10 to 12 biplanes were parked on the field. There was a little flying activity, apparently also some night flying, since boundary lights and rotary searchlights were on the field. One twin-engine Douglas commercial plane daily landed at the field about 4 p.m. A twin-engine plane with nose wheel and single rudder assembly was once seen landing there.

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6. The airfield is on the northern perimeter of Utalino, north-northwest of a large railroad station and northwest of the road to Yasinovataya (13008'N/37051'E). The field, about 1 km square, had no concrete runway. A large hangar with arched glass roof and large sliding doors was located on the northern edge of the field. One wing of the hangar was used as a repair hangar. Six splinterproof revetments were on the north-eastern edge of the field. A weather station with a wind sock was on the southern edge, not far from the railroad line. One rotary searchlight was observed during night flying.

7. About 9 to 10 twin-engine Douglas and three or four Ratas were parked outside the hangar. Long individual flights were observed, but no formation flights or parachute jumps.

8. Every morning, three or four trucks, occupied by air force soldiers wearing flying suits, arrived at the field from the town.

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